YACHTING.

THE GREAT SEASON OF 1870.

Twelve Yacht Clubs, 15,000 Tons, 600,000 Square Feet of Canvas and 2,500 Seamen-The Hardiest and Healthiest of All Pastimes.

Science in Construction, Invention in Design and Expertness in Seamanship-Medelling, Sparring, Canvasing, Ballasting and Measuring.

The Patrons, Pioneers and Perpetuity of American Tachting.

Owners, Officers and Organizations-Races, Matches and Reguttas.

Yachting in 1870 is the king of sports. It is not only their monarch in outward dignity, but involves all the loftiest, purest and noblest attributes of man. Its supereminent title is recognized, and those of the highest condition, people of quality in every land, dispensers of place, arbiters of power; those who sit upon thrones, and are yet men, have not thought it demeaning to descend from their high estates and participate in the hardy duties of the seaman. Peter the Great it was who travelled the sea coast of Europe in an humble garb and boarded the ships, now exploring the mysteries of the hold, and again carrying his imperial body to the truck. Napoleon III. has his elegant yacht, and the British peerage contributes many illustrious names identified with the refinements of amateur seamanship. There s the Prince of Wales, the inture King of Great Britain and Ireland; the Earl of Mount Charles and Lord Dufferin, who has not only been a yacutman, these the only foundations upon which to claim that this marine pastime is superior to all others the poor indeed. From enhanceral power let us turn to brilliant intellect. Read the career of Smollett; pause over the masterly stanzas of

THE GREAT BYRON. who, in his hour of loftiest inspiration, painted those delicious pictures and sung those thrilling meiodies of the time when he first satied from England to begin that aimless and nomadic life commemorated in the pugrimage of Childe Harold. Byron was a great yachtman, and his peers in English learning have in many instances been promoters of the science-for it is a science as well as a pastime. In England perhaps yachting has been popularized more than in America; not in its patronage by the lower classes, but because on the little patch of the British isles every man lives near the water. Nautical information is abundant, and nautical skill is as common as the air. In America, along the 3,000 miles of seacoast, the same aptitude for the water is apparent; but as the country stretches away into the interior the general public knows as little of a ship as of Neptune's speech, and cares as little as it knows. But on the Atlantic seaboard the undercurrent from the ocean is too strong for the seductions of the land, and thousands have been drawn to a following of the deep. The poette power that the vast solitude of the ocean has over men of culture and refinement; the perils and dangers that hang upon ominous clouds and stormy seas, from their very terror possessing a strange fascination to encounter them; the con-scious feeling of independence; the knowledge that when abroad upon the water you are not going to tres-pass upon the ample acres of A. or intringe upon the sanctified soil of B.; the bold, careless attitude of the old sait-these and a thousand other considerations determine a man of nerve toward a nautical life. Influences like these first gave birth to YACHTING IN THIS COUNTRY.

and since then it has steadily matured, so that, apart from what may be called professional seamen, a very valuable class has grown up who are amateur seamen. In them is united age, experience, theory and practice education and available nautical knowledge, and these are all for the weil being of the State, and they have proceeded from the manliest incentives—a romantic attachment to the sea and an enthusiastic accurate balance of the requisites is the nicest and fearless following of its dangers. If any on supposes we are looking at yachting as a mere convenient pleasure at our river mouths and in our smooth harbors he is mistaken. That hour is past Yacnting of to-day is on

among its foul winds and subtle currents, beneath its mountain waves and upon its crested billows, in storm, upon lee shores, ugly cliffs, chopping, treacherous seas, in icy climates and under the hot sun of the tropics. Hence it is the king of sports.

Ocean yachting began with the passage of the yacht America to Cowes in 1851, and this initial enterprise was soon followed by the intrepid Depau, owner of the sloop Suive, 106 tons, which bridged the Atlantic and entered the lists of the Royal Squadron. Com-modore Vanderbilt followed in his steam yacht, the North Star, in 1853, and since then we have had the adventures of the Wanderer, the Edith, the exciting contest between the Fleetwing, Vesta and Henrietta the passage of the sloop Alice in 1868, the cruises of the Sappho and the Dauntless, now in English the melancholy fate of the Meteor, bonne around the world; the plucky behavior of the Red, White and Blue and the incidents of that anomalous institution the inflated Nonpareil, which was buoyed to Cowes in forty-three days and afterwards put on exhibition at the Crystal Palace, Sydenham, as a marine curiosity. These instances prove that yacht-

NO TONGER A GENTLE PASTING for unrippled ponds, but a profession demanding the closest knowledge and a genuine taste for the sea. Besides its romance there is its utility, and none of the inslipidity of other sports can be seen in its domain. To follow the life of sportsmen in the vulgar sense, health is sacrificed and often decency; gar sense, health is sacrificed and often decency; but in yachting is the germ of physical perfection. The invigorating solution saturating the sea air, absence of mephitic vapors and fettid atmospheres and fresh winds, generate a healthy respiration, feed and stimulate, without preying upon the lungs, bring the glow of freshness to the check, develop the frame and drive away the effects of vice and dissibation. There are no colds at sea. No well conditioned stomach will stagger under dyspepsia or become impotent from britouness. The overtaxed and weary gather vigor and energy, and the morbid and maudin are forced to gayety and good cheer. Yachting advances.

or become impotent from binousness. The over-taxed and weary gather vigor and energy, and the morbid and maudin are forced to gayety and good cheer. Yachting advances.

MARINE ARCHITECTURE
goes into all the subticties of rigging, sparring and building, and is furthered by men of understanding, and sense. No more may be said to prove its lotty mission, its gratifying achievement, its glorious progress, its anispicious venture. All we ask, watch the season of 1870. It will be unparalleled in exciting interest. Already the enthusiasm is intense. Thousands are beginning to have their yachts piaced in condition, looking with impatience to the dawning day. As an old yacatman remarked, "When Mr. Ashbury arrives it will be one continued regatta." The desire to meet the celegrated Enghamman, and give the Cambria a irial, is widespread, and his competitors will form a large squaren. There is but one expression regarding his arrival on these shores, and that is echeed everywhere. He will be cordinally will send a merican yachtmen; and if he lose, every opportunity will be into retrieve his superiority than the American yachtmen; and if he lose, every opportunity will be into retrieve his railen fortunes.

MR. ASHBURY
can look forward to a brillant visit to this country,

an look forward to a brilliant visit to this country, where we need only to point to the contests between the Julia and Rebecca, the Josephine and Magic, the Fleetwing and Henrietta, the Widgeon and Vesta, the Libronaelle and Vesta, the Lenrietta and Restless, and countless others, to exemplify the general truta that we have fect vessels and able seamen. Our yachting navy is organized in New York and yielnity into

York and vicinity into

TWELVE YACHT CLUBS.

TWELVE YACHT CLUBS.

Comprising in the aggregate over 15,000 tons, 600,000
square feet of canvas, 2,500 seamen, and a squadron
valued at \$5,000,000. In our yachting creies there is
an accurate knowledge of the movements of vessels
and ad the minutar of rigging, building and racing
that would astonish a novice. It is easy enough to
remember a horse, for it is not being constantly
consecurated; but in yachts alterations are always in
progress, and the embusiast has them at his tongue's

end. Some men would sooner talk about rachting than even about women. This is good evidence of

end. Some men would sooner talk about yachting than even about women. This is good evidence of proficiency.

There is a great deal of suspense at this time regarding the race between in the English Channel, which was stipulated to take place about the ist of May, Mr. Ashbury agreeing to be ready on the 12m of April. There races are to be sailed, sixty miles dear to windward and back, in the Channel—no conditions or time allowances. Each race to be for a firty guinea cup. Three return races are to be sailed in Long island Sound in August. The Cambria has been put in readiness for the event; her bulwarks have been raised, her scuppers have been enlarged, more balast has been stowed in her hull, and her spars have been injurened or boring. The cambria is a schooner, 24s tons, New York Club measurement; is 102 feet from forward part of stem and bowspri to after part of the head of stern post; has a breadth over all of 21 feet and a depth of noid of 11 feet.

The sappno is of 274 tonnage, on the American model, with regging, sparring and dimensions to correspond. The proposed races with test the relative inerits of the vessets in one particular alone—that is, which sais the best close-hattled in a chopping and unusual seaway. The theways and carrents, and local disturbing linfluences, will to a certain extent have their bearing upon the result, were the vessets equal in every sense, then success would hinge upon a good pilot and expert scannarsinp.

THE OCEAN RACE

between the Cambria and Daurities is now a universal theme of discussion. It is a irinitial topic, and of course is looked upon as an international comest. There is one leasure that makes it attractive to the general puolic, manely, no "conditions," in feeding is justly assuming richteous proportions are to the general puolic, manely, no "conditions," in feeding is justly assuming richteous proportions of the proposition of the condition of the conditions," mantestay obtains the better of the conditions," mantestay obtains the better of the conditions, and this anomalies of that a has yeach may be bear of a cardy-sea shall. The difference between the Dainteess and Cambria is only twenty tons, and this anomalies of his employers with their difference of times, sparse shall. The difference of the condition of the compared with their difference of times, sparse in the first great international rece to the difference of the sparse of his sparse of the winds and waves. The race with the keenif watched by the curitized work, and in a received the winds and waves. The race with the keenif watched by the curitized work, and the passage with be carefully wedged. About the class of the carefully wedged. About the land of the condition of the condition of a manifed habitation watch with the bull of the condition of a manifed habitation watch with the bull of the careful passage with be carefully wedged. About the land and black finis of pretty yeachs will cruss on a chosen surface and mark the outlines of a manifed habitation watch with the bull of the careful passage with participate in the solid. The passage will be carefully wedged. About the late of the fine of the conditions and the passage will be carefully wedged. About the late of the fine of the conditions and the passage will be carefully wedged. About the late of the late of th

THE SUBTLETIES OF DESIGN struction.
A steamer has her propeller aft, and her main

A steamer has her propeller aft, and her main propulsion depends upon the opposing action of two forces in the same element. With a yacht the resistance is in one element, the motive power in another—the relations of water and wind. Compilication thus degets a yacht in design. The America was the most successful of all our yachts in her day. She had sharp bows and the greatest beam two-thirds her length from the sterapost. Her sails were set flat. She drew seven feet more aft than forward, was buoyant, ready to her hem and rode the seas.

Engisha yachts—schooners and cutters—corresponding to our schooners and sloops, are deep and narrow; ours are droad and shallow. They can the water; we pass over it. Their yachts bury in the sea; ours droby upon its waves. Construction involves the relative situation of the centre of gravity, dooyancy and applied force. The centre of gravity is the centre of the vessel's weight; the centre of buoyancy the centre of displacement, which is constantly changing its position at every marked evolution of the craft. Being in the centre of the immersed part of the vessel a pitca throws it forward, a roli changes it laterally. These are opposing forces, one acting downward, the other upward, and are regulated by ballast, either stowed in the buil or secured to the keel. By widening a vessel without increasing her depth the stability is increased; for if a vessel tends toward her beam ends the centre of buoyancy is to leeward of the centre of gravity, and the litting power to leeward and the downward weight to windward mutually assist each other to right her.

LATERAL RESISTANCE

weight to windward inducally assist each older to right her.

LATERAL RESISFANCE
is also a very important consideration and bears a fixed relation to the applied force—the wind. The more difficult a vessel is to move forward the more resistance is necessary to prevent leeway, and this is a general principle. Then there is a question as to the shape of her bows, whether they should be olding of fine; as to her ines, whether bollowed or flat; as to her greatest breadth of beam; as to her depth of hold; as to the inclination of the rudder; as to ballasted keels; as to overhangs alt; as to ner greater limmerston alt than forward; as to the empoyment of the various resisting forces—a very scientific problem; as to the drag of water aft, its disposition forward and amidships; as to the angle made by the sides at the keel; and to decide all these disputed points with success and still obtain good interior cabin accommodations should entitle a man to a tomb in Westmanstey Abboy and a oust in Central Park.

Speed is what is sought for, and after all it is much oftener the offspring of luck than the willing servitor of genius. The fidal Wave is the latest model, and another on similar principles is being constructed at Nyack. She will be named

THE LIBERTY.

She is building for Heory A. Kent, by John W.

constructed at Nyack. She will be named

THE LIBERTY.

She is building for Henry A. Kent, by John W.

Voornis, to meet the Cambra in July. She is to be
a 2-0 tonner, schooner rigged, 100 feet over all,
twenty-two feet beam; will have straight water lines,
with line bows, and her greatest breacht amidships,
just forward of the mammast. She has a very
strong double frame, with a rocker keel two feet
taree inches deep amidships. She hollows
somewhat at the stern and is cut away in the
quarters. Her depth of hold is 9½ feet. She will
have no cabin on deck, and will be fluss from end to quarters. Her depth of hold is 9½ feet. She will have no cabin on deck, and will be hush from end to end. Her draft att will exceed that for ward by five feet. She is 86 feet long on the keel, will spread 10,000 feet of cauvas and will be handsomely finished throngkout at an expense of \$22,000. Her spars are as follows:—Mainmast, 84 feet: foremast, 32 feet; topmast, 30 feet; bowsprit outboard, 19 feet; flying jibboom, 21 feet outboard; main gart, 33 feet; fore gad, 27 feet; main boom, 62 feet; fore oom 26 feet. She has no centre board. The Cambria will have to allow her time.

SAILS
have improved wonderfully in the last five years, and how the rule is becoming universal to carry

have improved wonderfully in the last five years, and how the rule is becoming universal to carry light canvas. The jib-headed gantopsals club out as much as litteen feet beyond the peak, and the running gear, including extra sheets, is rove so that they can be see with faculty. On sloops balloon jibs, of tremendous size for light weather, replace the dying jibs, and en schooners replace jib topsails. An excellent new feature is the working of jack turmbles into the loof of the mainsail, and having eye-boits secured to the main boom, so that a write rope can be run through the thimbles and eyeboits, thus securing the sail to the boom, giving it a flat set, without ugry wrinkles. Patent must hoops, to which the turns of the fore and main sails are selected, are now litted with pearls on their forward side, so that a pull of the nailyards will not permit them to bind against the mast. In some instances owners are requency the size of sail and in others increasing it.

"A Devoted Yachiman," in a series of pithy and sensible letters, has been inverging against over-caivasing she over-banasting to counteract it. He would extermin ite both evils for hister speed. His careful and conscientions statements Jeserve attention, but not, as he carriy from a nand saw."

ALLOWANCES.

This is a subject upon which nearly every yachtman has his own opinion, and the three leading clubs differ widely. The New York Club allows time by carborately computed tables for yachts over and below 2,0.0 feet area. It is of confize impossible to make time allowances just or accurate, because models vary so much and races and recast as a reading the allowances and state time allowances just or accurate, because models vary so much and races and recast as are hampered by so many local disturbances. Income yachtmen are an invor of abolisting time allowances attogether, and if putting schooners and sloops in specified classes, with inthe difference of tolinings, and then make a race depend upon the first yacht reaching the stakeboat, it is doubtful it his proposition can find mush lavor, because it would execute many craits rated as first class and create distinctions that would nardly promote harmony. A yacht owner having \$30.000 invested in a schooner would hardly be satisfied to be denominated second class, but such a rule for yachts of the future ingrates shattery. Hat there is no reason wby there should not be a general system of allowances codified for all clubs upon a mornal basis. It is understood clores with be made in that direction.

Salling Directions

are to be materially amended by the Brooklyn Club, upon the motion of commodore kidd, at the next meeting. It is proposed to adopt a system laid out by the Commodore and tested in the bay at locohama, Japan, where a riendly regard was sailed by the American and Engissa gentlemen hytog in that vicinity. It consists substantially in reducing allowances one-third thus making the time more morral for a slow race it will render races and regardass more exciting, and the experiment will be walcased with interest.

From whit we present in this article it will appear that

watcher with therest,
From what we present in this article it will appear that

THE SEASON OF 1570

Is dawning brightly. Exaggeration were hardly possible in speaking of the creditable enthusiasin pervaling an yacathen, whether scames or simply parons of the scientific passime, and the day of its fail fruition will be gladly welconed. The harbingers of success to America in international contests seem numerous, and, at any rate, generous rivalry with put us a long step ahead.
Yacating is supported by the most distinguished men of the country, and on the roil of members we read the names of bloyd Aspinwall, J. J. Astor, S. L. M. Barlow, Gunning S. Bedrord, Jr., August Belmont, J. A. Fritsed, Wham A. Datter, General Enterfleed, J. G. Date, L. Deimonico, Thomas C. Durant, Freeman, J. Fritsian, Moses H. Grinnel, A. Oakey Hail, G. L. Haight, John R. Herrshoff, Leonard W. Jerome, Lawrence Jerome, George W. Kidd, R. P. Loper, hamilton Korton, Lloyd Phenix, Richard Scheil, George L. Schayler, Francis Shiddy, W. H. Vanderbilt and humy others, ah "solid."

With the exceptions noted the general regulations and by law will remain unaffered, and the season will open with the organizations and squadrous found octow.

In 1844 the now lamous New York Yacht Club.

In 1844 the now lamous New York Yacht Club was duly organized by the exection of the late estamable John C. Stevens as commodore, and during the subsequent twenty-six years of its history its flag has been borne over every sea, and its dignity and prestige respected in every land. It came into being at an era in the history of the Union when American models were beginning to receive the admiration of European builders, and when this country was been by the substitute of a lifeess efforts were given to build up its grandeur of to-day, it is was no holiday pleasure seeaer, no mere representative of a lifeess and luxuriant pastine, but as a bold, vigorous and gallatt yachtman dedicated to America something before unknown and to skin victory. In reviewing the prominent in

incidents in the life of this truly great man no one can be otherwise than struck by his continuous and Conscientious service.

His was the duly of the pioneer, but he was not merely the layer of toundations. He pursued his structure, he developed his designs and infused a young enthusiasm toward the sea and imparted a glowing love for aquatic sports. His work was not done at the corner stone, nor was it completed with the last polish of the orush. The science which he fathered ripened into promising youth and he still clung. He led it through incipient dangers of its first years, fillustrated his history, neightened his fascinations, and drew, by a magnetic power, the cream of our city's worth to support the enterprise.

Under his fostering care the New York Yacht Club solved its mission and that was to develop our latent expertness as modeliers, builders and seamen, to pear across the Atlantic such productions of our genius as we could juxtapose with the combined experience of the United Kingdom. Fortunately it was the office and choice of Commodore Stevens to sail for European shores.

THE HISTORICAL AMERICA

was his yacut, and with it he touched Cowes in July, 1851. Incredualty summed up every English opinion of her model, and out a few of the acute sailors of the place were whiling to believe that she could succeed. Every one knows the result of her visit; now in a remarkable race with the toyal Yacht Caub about the lisie of Wight she snot the waters with unexampled speed, and finally dropped anchor victor of the day, with the eyes of European builders fixed upon her lines. The event was good for English yacating; it was better for American builders fixed upon her hims. The event was good for English yacating; it was better for American builders fixed upon her hims. For event was good for English yacating; it was better for American builders fixed upon her hims. The event was good for English yacating; the was better for American builders dupon by disease he nauled down the building hereath which he had wo

SOUTH AMBOY, May I, 1885.

To N. Bloopdoon, Secretary New York Yacht Cight:

DEAR SIR. Will you do me the favor to present this very newilling resignation of the honorable post I hold of Commodere of the New York Yacht Squadros. A conviction of my inability longer to perform duties that conviction of my

never be fit for the sea." That I am fairly entitled to my discharge, I trust you will admit, when I teil you I have been a yacut owner for more than half a century, commencing in 1802 as builder, captain, cook and all hand of the celebrated yacht Diver, nine feet long, three feet wide and three feet deep, and ending as commander of a squadron whose flagship carries her pennant 180 feet above the surface of the soa. Present my kindest and most heartielt regards to my brother yachtman, and say that, though no longer able to find the min the sunny waters of the Sound. With my warmest wishes for the prosperity of the club and the continued beath of its members, I remain their attached and obedieut servant.

To have lived as he did and to have accomposhed his labors brings more honor than the empty echoes from the Senate or any of the rank patriotism of political parasites. In 1846 the first regular regatta in this country was sailed as follows:—Tonnage, Custom House measurement; forty-five seconds a ton were allowed for the start and the prize was any. The yachts were of an average size of thirty-five tons. June 6, 1848, the first annual regatta took hince for two classes—those over first tons entering with an allowance of forty-five seconds per ton and the second class—those mider fifty tons—entering with an allowance of forty-five seconds per ton, and the second class—those mider fifty tons—entering with an allowance of forty-five seconds per ton, and the second class—those mider fifty tons—entering with an allowance of forty-five seconds per ton, and the second class—those mide fifty tons—entering with an allowance of forty-five seconds per ton, and the second class—those mide fifty tons—entering with an allowance of forty-five seconds per ton, and the second class—those mide fifty tons—entering with an allowance of forty-five seconds per ton, and the second class—those mide fifty tons—entering with an allowance of forty-five seconds per ton, and the second fifty of the fifty of the fifty of the fifty of the fi

Alarm A. C. Kingsiand.
Alice George W. Kidd.
Calypso A. S. Hatch.
Daunticss J. G. Bennett, Jr.
Edith George O. Hovey.
Eva Mahlon Sanda.
Fieetwing George A. Osgood

Nume.	Owner.		Arm in square	Tonnage	No of Cree	Langth re-	1 2 u A B Si T
Palmer	D. H. Fohet Rutherford Stay H. G. & CH. S James H. Bunk John Heard Wm. Dougns A. Major Dodge S. W. Galoupe	ryesant teboins er	2,055.4 1,308.5 5,2-4.9 1,201 1,507.8	194.2 125.3 76.4 264.4 64.3	20 30 26 17 41 16 23	12 13 12 12 12 13 14 14 14 14 14 14	
Vesta Widgeon	Nickerson H. A. Keat & H. William Voorb lifehard Baker, C. C. Dodge Haven T. D. Boardma	Jr	1,616 1,616	103.5 201 105.9	1134	12	V B
Annie	Thos. G. Applet Franklin Burge A. C. Kingstand W. B. Nichol. N. B. Palmer. G. S. Durfee, H. W. Johnson A. J. Van Schalek	on. is Jr. w.Kreba	895.4 658.2 1,150 641.2 936 1,694 678.4	25.7 53.1 32.5 57.9 54.5	12 7	10 12 10 10 10 12 10	
Narragansett Sadie Storm King White Cap	id P. Loner, Ji Robert Dillon, F. G. Dexter, J. B. Herrishof Peter Voorhis Ludiow Living J. J. & W. Aste	ston	884.3 740.6 743 470.8 485.3	30.2 42.1 21.6	5	10 10 10	
ne Byone	BTE	AME2S.					1
Nu	me.	Own	et.	13	Finns	1/2c.	1

Mischen. J. D. Marwell. 59
Wave. 160

Finily. T. C. Durant.
Minochana. Jacob Lord'ard.
Mischief J. D. Maxwell.
Wave. P. Lorillard.

	Name,	Ozener.	Tonnage.
	Dauntless	J. G. Bennett, Jr	768
u	Fleetwing	George A. Oscood	9.00
Ħ	Fleur de Lis	John S. Dickerson	91
п	Sea Drift	A. Major	65
1	Silvia	E. Dodge	Tabl
8	Alice	George W. Kidd	
1	Lillie	R. B. Jordan	30
1	White Squall.	R. D. Holmes	
4			
1	And the follow		
1		SLOOPS.	
4	Name.	Owner. H. S. Wood	Tona toe.
1	Agnes	H. S. Wood	25
1	Kate	Robert Dillon	15
1	Niagara	J. W. Ritch	25
8	Restless	John Jones	
н	Onward	W. M. Brasher	9
в	Josie	J. B. Lewis	1
E	Isaak Walton	N. F. Waring	1
ı	Cariton	J. H. Dimon	Control Control Control
	Latona	S. W. Whittelsey	
8	Emma T	J. J. Treadwell	I
8	Pauline	T. Peters	L
8	Musquteed	J. A. Forman	1
я	Oceana	J. J. White	II
к		Contract City condens	
в	Name.	Other Stoors. Other Pegs. O. W. H. Pegs. O. W. Felt. H. L. Foot.	Tonnance
8	Olympic	W. H. Pegg	
33	Sophia	C. W. Felt	
ä	Jennie M	H. L. Poot	
9	Apolio	T. FTV	
9	Viola	C. Force	
	Polynesia	D. S. Voorbees	
	Aquatla	J. M. Daynal	
	Echo	M. M. Van Dyke	
	Vivid	T. M. Sawyer	
		ATLINTIC VACOT OF	

THE ATLANTIC YACHT CLUB.

THE ATLANTIC YACHT CLUB.

The Atlantic Yacht Club was organized in 1866 and is an offshoot of the Brooklyn Club. Among us member are some of the finest and most expert yachtmen in the union, and by their combined influence and perseverance have, in the short period of its existence, built ap a powerful and attractive organization. Its first regatta was sailed on June II, 1866, from the aachorage ground off the club house to and around a stakeboat off Coney Island, turning the same from east to west; thence to a stakeboat off bouy No. 9 at the tail of the West Bank, turning the same from the eastward and home, steering to the eastward of the West Bank buoys on the way up. No allowance was made for sales as to size, nor any as to tonnage. It was purely an amateur contest. same from the eastward and home, steering to the eastward of the west Bank buoys on the way up. No allowance was made for sales as to size, nor any as to tonnage. It was purely an ammeur contest. The prizes were won by the Psyche of the first class and the Hector of the second class. For the season of 1870, there can be no doubt that the Adantic Club will achieve a position of unusual prominence. The regatta has been appointed for the 2d of June, and the course, classes and conditions have already been published in the Heaal.D. It is proposed to have the accommodation for guests on the most liberal scale, and every precaution will be observed to have a lively and interesting contest, unmarred by accident or unpleasant incidents. It will be a regulation of the cite that any member who is flag officer of any other club will be allowed to carry his colors as such officer at his own pleasure. One very excellent feature of the Adantic Club is, that the majority of yacuts are painted white, and as soon as there is no longer a black sheep in the fold nothing but white will be permitted. When this is the distinction of a whole squadron it will give the Adantic fleet a light, airy and graceful appearance, and piace its vessels in sharp contrast with the somitire huits of dark-colored traders and fantastically painted photboats. The Adantic Club was formed upon the principle that none but yacut owners should have a voice in the decision of important questions, or where a demand should be made for the expressed sentiment of the chlowing officers have been elected for the ensuing year:—Ommodore—William Voorhis.

Recording Secretary—Leslie E. Wetmore. *Treasurer—H. Herbert Hogins.** *Measurer—Henry A. Gonge.** *Chaptaus=Rev. A. A. Willetts, D. D., Philadelphia; Rev. James Eells. D. D., San Francisco; Rev. Joseph T. Duryea, Rev. H. M. Gallaher.

**Trustees—Thomas C. Lyman, Brooklyn; Theodore W. Sheridan. Brooklyn; Thomas Manning. Boston; William B. Nichols, John A. Mousel, Greenport; John Griffiths, Brooklyn; H. C. Waito

George A. Seeley, Brooklyn: Ludlow Livingston New York.

The narrior of the club is Gowanus bay; its room are in Hamilton Buildings, and the treasurer's office is at 62 William street.

THE ATLANTIC YACHT CLUB PLEXT.

No	Name.	Owner.	Length over all.	Water	Centre Bourd or Kee
7	Alga	James G. Gregory	42ft.	28.4	Real.
31	Catyour	IA. S. Hatch	73.05	-	C. B.
10		Thos. Manning and others	78.11	74.3	C. B.
	Lois	Thomas C. Lyman. Lowell, Dean &		-	С. В.
		Condit	45.6	43.6	Keel.
	Mystle Tidal Wave	Jas. T. Sparkman.	46	-	C. H.
	•	ALOOPS,			
	Addie V	John Voorbig Theo, W. Sheridan			C. B.
	Anna	Wm. A. Cummings.		37.10	C. B.
35	Apollo (open)	Thos. Fry, M. D	30	-	C. B.
43	Cariton	George H. Seeley James L. & Wm. H.	-	-	C. B.
	-	Gisdwin			C. B.
21	Coming	Wm. B. Nichole	58	57.6	C. B.
		Wm. G. Brett		54.5	C. B.
29	Daphne	J. R. Marwell	16.8	140	C. B.
		John A. Monsell		16.8	C. B.
9	Fannie	Jno. R. Halsey	45	38.4	C. B.
4	Florence (open)	H S. Schell	27.1134	27.1136	C. H.
24	Gracie	V. B. Livingston	62	33	C. B.
41	Jennie		83.6	32	C. B.
18	Marquita	Thomas C. Fowler. L. DeForest Wood- ruff, M. D.	34	7 05	C. B.
19	Minnie (open)	Edward Arnold	-		C. B.
13	Ningara	John W. Ritch	43.6	87	C. B.
		George A. Thayer.		33.5	C. B.
12	Quivire	Thomas Clapham	-	-	C. B.
37	Richard Kelly	S. M. Sunpson	48	37	C. B.
5	Salus	Jno. B. Herreshoff.	24.5	46.4	C. B.
32	Storm King	Peter Voorfis	36.6	38.3	C. B.
27	White Cap	Ludlow Livingston.	37	34.8	C. B.

THE HOBOKEN YACHT CLUB.

was formed on September 1, 1856, and soon became one of the leading organizations of its kind about New York. Its house is situated near the Hobokon ferry, on the borders of the Elysian Fields, and is well suited to its purpose. The regattas are always fine, but they are governed by an admirable principle, that none but members shall shand at the helm during the contests for prizes. The first regatta took place September 16, 1856; the second, June 24, 1857; the third, June 15, 1858; the fourth, June 18,

1959; and regattas following on June 16, 1850, June 21, 1862; June 23, 1863; Sep.ember 10, 1854, and so on up to the present season. The first Commodore was Aoraham Barker, succeeded in 1859 by James T. Bache; in 1860 Courad Fox was chosen to the position; in 1863, Henry Byrom; in 1863, J. C. Appleoy. The officers for 1870 are:—CommoZore-Victor Vrullanme.

Fice CommoZore-Victor Vrullanme.

Fice CommoZore-Captam Paine.

Freasurer—George Clark.

Seave ary—Wiltiam H. Curtis.

Manuserer—A. Saltzman.

THE YACHTS OWNED BY THE CLUB ARE Gracie.

Nellie G. Cornella.

Bunsoy.

Anna.

Emma. Cornella. Anna.

Nellie G. Cornella.
Bansoy.
Broadville.
THE JERSEY CITY YACHT CLUB
Was organized July 24, 1853, charrered March, 1836, and is one of the worthlest of all the numerous organizations about the city. The different commodures have been:—Witham J. Van Dusser; in 1863, Henry C. Walton. The dist regatta occurred September I, 1858; the second, June 22, 1859, and so on throughout its history. The exhautions of natural skill and devotion to the hardy pastine has been noteworthy in this club to an unusual degree, and its members show a great deal of enthusiasin for the coming season, and, from the preparations in progress much con be expected. The present organization is as follows:—
Commodore—C. A. Hopkins,
Trassurer—Advian B. Beynolds.
Secretary—C. H. Lunder.
Measurer—S. C. Ketcham.
Fortnee Communitee—Heary Jabne, J. Jardine, S. P. Hill.
Standling Committee—C. A. Smith, Isaac Kuyler

P. Hill.

Standing Committee—C. A. Smith, Isaac Kuyler and E. J. Woolley.

For 1870 four new yachts will be anded to the clue's feet, and they have been; constructed to be invincible in point of speed. A steamer will be owned and enlered by Mr. Rogers. The following is THE FLEET—ALL SLOOPS.

Sains.

Comet. Gazeile, Virginia.

Salus.

Virgulia.

Virgulia.

Gazeile.

Jenute.

Zephyr.

Pesriess.

Sea Bird.

Payche.

Vao Buser.

Echpse.

Guiding Star.

Ioa.

Lizzie.

Flight.

An sander.

Heunetta.

Anirew Clark.

Bradisn.

Zouave.

The Barney, of the club house, anchored at the Central Rairond pier, Jersey City, is fitted up in the interior with elegant rooms, a small fibrary, paintings, lithographs, models and everything of a suggestive character referring to aquatic sports. There is a very accurate likeness, disclosing the elegant paysique of the steward, J. Le Grand, hanging upon the wall, and is the specula dumiration of the members. Mr. Le Grand has been cultivating his proportions for a commodore's strap. The flarney is an odd-contrivance—a sort of a floating church sieeple—which is annually towed out into the bay and anchored at a convenint point for the use of the members. The Jersey City Club is aive and in earnest, and will do its best for Neptune and all his offspring.

The Collemba Yacht Club

Is one of the best and most promising of all the

earnest, and will do us best for Neptune and all his offspring.

THE COLUMBIA YACHT CLUB
Is one of the best and most promising of all the organizations, and is sure to create a big wave during the summer of 1870. It has been regularly chartered, and has a grant from the Common Council for the loot of Fifty-seventa street, North river, whereon to build a club house. The quarters have been but up in good taste, threly decorated and hung with pictures and professional punitings and little-graphs. The organization has adopted a new signal, and the measurement of the New York Yacat Club governs its regains. Memoership in the club is so guarded that the Columbian vacatimen are select and work in narmony. In is growing in popularity and influence. The officers for 1870 are:—Commotore—C. F. Tompkins.

Vice Commotor—John S. Gage.

Secretary—William W. Gage.

Treasurer—George W. Osborn.

Measurer—B. F. Adams, Jr.

COLUMBIA YACHT CLUB FLEET.

Name.	Rig.	agen.	Olener.
Louise Edith R. Gage Edith R. Gage Elizabeth Rowe Jennie T. Carrie Morgan Resolute Lillie Matual Firing Cloud Rebecca	Cabin stoop Cabin stoop Cabin stoop Cabin stoop Cabin stoop OPEN Y Stoop	34 34 29 20 20 ACID1	Joseph A. Weuver.
Flirt	Sloop Sloop Cat Sloop	18.6 18 16.4 16.3	Mr. Brockway. Adams & Papst, McWinnie & Winans. John Harrington. John Many. Andrew Lyle.

THE BAYONNE YACHT CLUB,
of long standing, and has won distinction on the
water. Many of its members are good seamen; the
vast majority are practical men. The yachts, generally speaking, will average thirty feet in length,
carry a large amount of canvas and are seaworthy;
quick in stays, fast, and with ample accommodations. The club is at present organized as follows:—
Commodors—Isaac Van Winkle.
Vice Commodors—I. B. Van Nostrand.
Rear Commodors—J. G. Harrison.
Secretary—T. Harrison.
Tren surer—J. W. Ellsworth.
Januor—Thomas Burns.
The Bayonne Club has
A FINE FLEET.
The vessels are.

The vessels are: Grecian Bend (new boat). Bayonne. Bella. Pearsall. Harmony.
Sarah Jane.
Daddy Reed.
William Martin.
Rattler.
Flying Dutchman.
Flying Seud.
Julia.
Red Hot. Ann'e.
Addie Taylor.
Seymour.
Hunki Dori.
Waterfall.
Gretta.
Jane Vernon,

Two new sloops are being constructed for speed, and it is anticipated that they will outsail any craft of the club.

THE IONE YACHT CLUB

Was formed in 1855, with a large fleet of sloops and a full list of active and energetic members. Its first regatts was suited May 9, 1865, and from that day to this its squadron has been active. Matches, races, moonlight excursions and pleasant cruises have been a protuinent part of its nistory. This season we good record is anticipated.

THE HABLEM YACHT CLUB
is one of the oldest bodies that have furthered aquatic sports in this country. It has thirteen fast and beautiful yachts in its fleet, and they are all being pat in fine condition for the summer. It has a pretty club house at the northern terminus of the island, and inuce enthusiasm is manifested at the prospects of the approaching regatias. Mr. James A. Clark has been elected vice commodore.

THE MANHATTAN YACHT CLUB is very young out very animated. It has a neat little club house, starts out full of hope and young blood and feels confident of making a prominent name aduatic annuis. It is an offshoot of the Harlem Chup, and is situated at the foot of losh street.

THE UNION YACHT CLUB
was organized in 1864 and incorporated in 1855. It comprises a flue body of young men, in every way proficient in nautical knowledge, and who handle their vessels with the discretion of old saits. Their club rooms are very elegant and beautifully decorated. Its fluter is brilliant.

THE NETTUNE YACHT CLUB
is young and ambilious, and is getting ready for the summer breezes. Its yachis are fast, naty, and will compete with vessels of their class with lavorable prospects.

CONDITION AND MOVEMENTS OF A 1 YACHTS.
All of the famons schooners and sloops carrying from twenty-dve to three hundred tons are undergoing refitting, rigging, painting, alterations in model, reduction or enlargement of spars and sails, or in one way or another are getting ready for sailing orders.

The schooner Alarm, owned by Mr. A. C. Kingsland, 25 tens, lies anchored

The Alice, owned by the handsome and efficient

The Affee, owned by the handsome and efficient Commodore Kind, lies at Deep River, Conn., where she is undergoing alterations to her rig and model, by which the Commodore hopes to outdo her previous triumphs. She will be put in the most complete order and her sails, running gear, standing rigging, from work and cabin accommodations will be first class. Last season she bore away four puzzes, and this year she will be entered to compact for the cup of 1861, and will also sail in the regattas. She is one of the linest scooners affoat in American waters, and in going to Boston in 1889 logged sixteen knots in a still ordere and lashing sea. In regattas she has made twelve shots, lifer stern is being carried out four rest. Heretolore in a heavy sea-way her tendency has been to bury in the water;

but her owner, with keen insight, is building her out, aft so that see will not draw water, but, on the contrary, will have clear outlines, more buopancy, and therefore neutralize its retarding force which has hung upon her stern. This beautiful craft, so elegant in outline and captivating in eer saucy demensor, will be one of the few for the admiration of the foaty, will be one of the few for the admiration of the foaty, will be one of the few for the admiration of the foaty, will be one of the few for the definition of the foaty. The schooner Edith and Fleur de Lis are also at Deep River where their owners are directing changes in their sais and such improvements as they believe requisite for a ingner degree of speed.

The schooner Flaur shall be a because yacht and generally does not participate in the club contests. She is the property of Mr. A. S. Hatch, who is fitting ner up for the season.

The schooner Haleyon, recently purchased by J. R. Smith, is very last, she never entered regatias. She will be heard from.

The schooner Haleyon, recently purchased by J. R. Smith, is very last, she never entered regatias. She will be heard from.

The schooner Haleyon and is considered a misnomer. On Att-She will compete with the fastest engine on the Pacific railroad.

The schooner Josephine lies at Fali River untoned. On the She will compete with the fastest engine on the Pacific railroad.

The schooner Josephine lies at Fali River currenams. She is at Fali River.

The madeline, of Mr. Jacon Voorhis, recently converted and prosetyted from the class of sloops to the greater dignity of schooners, is a handsome yacht; hes at Nyack, that small jacating world, and will descend the Hudson soon, but hardly to be beaten.

The schooner Mangle, of that old sait and spiendid seaman Captain R. F. Looper, who is one of the presiding grainass of American yachting, is saed more for personal pieasure than races; but when the Captain took a fancy he used to spread his canuse, case off and fly up the Sound to get a punchlowlor a silv

and thus lost the day by two influtes and two seconds.

All the sloops of the New York Club are fast, and the great importly are fitted with centre boards. The White cap and White Wing are smart. The Vesta, known as having participated in the ocean race, is now at Newport, and is a private yacht.
The Scud is being fitted with new sails by Mr. J.
M. Sawyer, of this city. She is owned by T. L. Randolph.
The sloop Nellie G., of Hoboken, is used solely for
pleasure, out will enter the regatta of the Brooklyn
Club.

The schooner Zinga has been sold and has gone to Boston.
The schooner Lillie is anchored at Greenville, but The schooler lattice is anchored at Greenville, our is undergoing no alterations.

The sloop Kate is at Glen Cove and is being fitted and painted for the season. She is last.

The sloop Ningara hes in Gowanus bay and is submitting to an overcoat of white paint for the hot

mitting to an overcoat of white paint of the season.

The sloop Wrestler is reducing her spars and sails, and her owners tope to rival lightning.

The sloop Onward is being lengthened five feet to make her finer forward—caster with ner helm—so that she will not get mad at every throe.

The sloop Carleton is getting a new suit of rigging and sails and will weigh nuchor to improve upon her past time. She is at Gowanus bay, and her owner is satisfied with her good condition.

The sloop Latona less at Gowanus bay, and her owner is satisfied with her good condition.

The sloop Emma T. is being litted with a new cabin, painted up, and has been sold to Major Bush.

The sloop Pauline is a flow Bay reflitting and repairing.

pairing.

The sloop Muscatine is anchored at Jamaica bay.

pairing.
The sloop Muscatine is anchored at Jamaica bay. She was put in good shape last year.
The sloop Martha has been soid out of the club.
The sloop Olympic is anchored at Babylon, L. L., but nothing is doing to her.
The sloop Jennie M. is anchored in Gowanus bay, where she is being painted over.
The sloop Apolio is lurnished with a new rig and lies at Fort Hamilton.
The sloop Aquata is moored in Gowanus bay. She is fast. She remains as she was last scason.
The sloop Echo lies at Surewsbury without alterations.
The sloop Ella is at Hartford; she is an eighteen tonner.
The sloop Ella is at Hartford; she is an eighteen tonner.
The schooner Lois is going to Nyack for repairs.
ATLANTIC CLUE.
The schooner Tidal Wave, fully described in the Herald of the 14th, is still at Nyack. She is more to be leared than white squalls. Her owner is an ac-

Herald of the lath, is still at Nyack. She is more to be leared than white squalls. Her owner is an accomplished seaman and a ready navigator.

The schooner Alga hes at the foot of Court street, Brooklyn, and is unaltered.

The schooner Juniata is at Boston, belonging to the Commodore of the Boston Yacht Club. The long, narrow and ocep schooner Marie has been put in the water and has just been painted.

The schooner Mystic has been sold to Mr. William G. Creamer, Glen Cove. She is to be reflitted from stem to stern.

stem to stern.

SLOOPS.

The Addie V. has been sold by John Voorbis to Mr. witham H. Lanziey. She is auctored off Bay Ridge. Her sails are being altered for speed. The Alarm, owned by T. W. Sheridan, is at Nyack, and is to be painted with Bartiett's white lead. The Athene, a small, open yacht, rides at anchor near Essex, Conn.

The Clytic has been purchased by a Boston gentleman.

The Clytic has been purchased by a Boston gentleman.

The Coming has been sold by Captain Nichols, and that gentleman intends building from a new model by Scank. This yacht, he nopes, will not leave a grease spot of the entire American squadrons.

The Constance was the old sloop Jennie Cable, built by Whitman for Commodore Whiting, who sold her. She is fast,

The Coupette is an open yacht, fast, and is repairing.

The Crusader has been sold by Mr. Wetmore, who is building the Viking. She is to be a magnificent

Ing.

The Crusader has been sold by Mr. Wetmore, who is building the Viking. She is to be a magnificent stoop of 36 tons. She will be 4½ feet deep, with no centre board or cabin. She will be fitted with trainways for shifting ballast, which can be applied in stays, and thus make the sloop more ardent. The invention is an ingenious one, but there can be little doubt that an experiment of this nature will develop its impracticability.

The Cyrene has been sold, and her former owner has bought the Addie V.

The Daphne is being altered for Bristol bows and stern. Their peculiarity is, they are straight and full. She has just returned from South bay, where she has been on a shooting excursion. Mr. Sawyer has aftered her rig and sails to correspond.

The Holley is lying at anchor in Gowanus bay.

The Elmer is at Greenpoint, where her owner, at his sumptious mansion, entertained the whole club last year.

The Fannie is alive and well. She has a patent fan centre board, which, working on a pivotal point forces we at the entire of the sailing master by the

last year.

The Fannic is alive and well. She has a patent fan centre board, which, working on a pivotal point closes up at the option of the saling master by the operation of a windlass screw.

The Florence is an open yacht, formerly the Martha. She lies at the foot of Jourt street.

The Flyzway is very fast and is moored at Staten Island. She is fitting up for the season.

The famous Gracie of Messis, Johnson and Krebs, which won four cups last year, is at Nyack, laid up, but will soon be in the water. This perfect beauty had a brilliant run.

The Johnie, owned by Mr. Foot, is in perfect order and hes at Greenville. He keeps his yacht in good condition and will use it in going to and from his business.

The Madonna has been sold to Hon. General Benjamin F. Eutler. She is a very nice, comfortable sloop, with a patent fan centre board snipped beneath the yach's floor. It is said the General intends to sail for Arrica, where he will reside.

yache's floor. It is said the General intends to sait for Arica, where he will reside.

The Marginia is at New Haven fixing up.

The Marginia is at New Haven fixing up.

The Minnie is the Old Aurena, which was stolen from the mouth of the Connecticut river by a marine thief, who, after his precious piracy, sailed her into Holmes! Hole, where the shoop wasildentified. The scamp fled and made the shore, getting away to the interior.

The Nimbus lies at Nyack, and is owned by Vice Commodore Peet, a fine seaman and a thorough yachtman. She is a clipper. She has been overhauled and her sail will be reduced. Fast and stable, she has few peers.

She has few peers.
The Orion was built in Bristol. She will be here

The Orion was ount in blasses.

May 1.

The Peter and Psyche have both been sold out of the club.

The Qui Vive is at Glen Cove, and belongs to Mr.

Tappan, a wealthy gentleman residing at that place.

She is being fitted out with an entire new suit of suits.

She is being fitted out with an entire new shit of sails.

The Richard Kelly is being lengthened.

The victorious Saile is at Bristol, awalting sail. She carries the champion pennant for second class yachts. She is a spiennid boat, and beat all her competitors over forty minutes last year.

The Saitus, owned by Dr. Whiton, is being altered in her water fines. She is an open boat and fast.

The Storm King is at Nyack, and is deep and strong.

The White Cap is shoal, built upon the Philadelphia model, and is very light.